

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY, December 22, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street, A FINE SELECTION OF TOYS,

(Just Arrived), Comprising—
Fine Dolls, Rocking horses, Toy Steamer, Warships, etc.Terms:—Cash on delivery.
LAMMERT BROS., Auctioneers.

on WEDNESDAY, Dec. 22, 1921, commencing at 11 a.m.

at No. 6, Des Voeux Road Central, (First Floor).

A Quantity of Office Furniture and Fittings, also

1 Chubb's Safe, Height 4' 5", Width 3' 4", Depth 2' 3".

1 Remington Typewriter, 18" 1 Remington Typewriter, 1 Howe Scale, 5 Electric Fans, 1 Radiator, and

1 Lot Electric Fittings. On view on day of sale. Catalogues will be issued.

Terms:—Cash on delivery.
LAMMERT BROS., Auctioneers.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria, with two Bearers.

Quarter hour, 10 cents
Half hour, 20 "

One hour, 35 "

Three hours, 60 "

Six hours, 70 "

Day (8 a.m. to 6 p.m.), \$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 8 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour, 0.60 cents
Three hours, \$1.00

Six hours, 1.50

Day (8 a.m. to 6 p.m.), 2.00

III.—In the Hill District, with 2 Bearers with 4 Bearers.

Quarter hour, \$0.15
Half hour, 0.30One hour, 0.40
Two hours, 0.80Three hours, 0.70
Six hours, 1.00Day (8 a.m. to 6 p.m.), 1.50
2.00

RICKSHAS.

I.—In the Island of Hongkong, if engaged in Victoria.

Five minutes, 5 cents
Ten minutes, 10 "

Quarter hour, 15 "

Half hour, 20 "

One hour, 30 "

Every subsequent hour, 30 "

Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Pay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon

Quarter hour, 5 cents
Half hour, 15 "

Hour, 20 "

Every subsequent hour, 10 "

III.—Taipei Road.

Twenty cents shall be added for each extra hour or part of an hour if the hirer causes the journey to take longer than—

To 4th mile—
single 75 cents..... 1 hour.

return \$1.00..... 2 hours.

Beyond 4th to 6th mile—
single \$1.20..... 2 hours.

return \$1.60..... 4 "

Beyond 6th to 8th mile—
single \$1.75..... 2 1/2 "

return \$2.00..... 5 "

Beyond 8th to 11th mile—
single \$2.00..... 3 "

return \$2.50..... 7 "

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsan Sha Tsai.

NOTICE.

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AND

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Every kind of Footwear.

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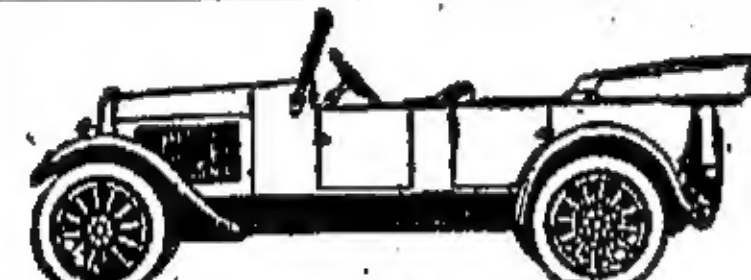
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Hongkong, March 20, 1914



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New Cars For Hire & For Sale.

Private Cars garaged.

Repairing Cars a Speciality.

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TERMS VERY MODERATE.

CONSULTATION FREE.

THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

ASAHI BEER



SOLE AGENTS

MITSUBISHI & NISSAN SALES

ADVERTISEMENT.

British-American Tobacco Co. (China) Ltd. have just received from London a limited number of Portraits of H.R.H. The Prince of Wales, mounted as a calendar for the year 1922.

In view of His Royal Highness' approaching visit to Hongkong the Company would have liked to have distributed these portraits to all their Customers, knowing how much they would be appreciated under these special circumstances.

As unfortunately there are too few, the Company have decided to present one of these Portraits (until their stock is exhausted) to every purchaser of one sealed tin of 500 Three Castles Cigarettes, packed in ten boxes, who applies enclosing a remittance of \$6.00 to the "Three Castles" Department—British-American Tobacco Co. (China), Ltd.—15/19 Connaught Road, Central, Hongkong.

NORDDEUTSCHER LLOYD.

INDEPENDENT SERVICE TO AMERICA.

A message from Bremen states that in February next year the Norddeutscher Lloyd will open a steamship service from Bremen to New York, and eventually to Baltimore, using its own ships, and running the line for its own account independently of its American partner. This event will mark a very interesting stage in the post war recovery of the German mercantile marine and the development of shipping connections with the United States. It is generally known that the Norddeutscher Lloyd's American agreement has given very little satisfaction, and since the bankruptcy of the United States Mail Steamship Company German shipping circles have been eagerly watching the development of events. The United States Line, which was formed to take over the ships of the former company and its engagements also with the Norddeutscher can only be regarded as a temporary expedient whose existence cannot be of very long duration. Hence it is only natural that the Bremen company should take steps for placing its American services on a secure basis.

According to the contract between the Lloyd and the United States Mail S.S. Company, each of the contracting parties has the right, on giving three months' notice, to run an independent Europe-America service with its own steamers side by side with the services of the contractual steamers. The Norddeutscher Lloyd is availing itself of this clause in the contract and from February next will start an independent line with three, and eventually seven, of its own vessels. Thus it is to some extent protected against any possible untoward developments within the American shipping group to which it is still bound by contract. It will be remembered that the contract with the United States Mail Steamship Company was concluded for five years.

It is interesting in connection with this important development to give a brief review of what has been accomplished so far by the Norddeutscher Lloyd towards recovering its former position in world shipping and rebuilding its fleet. Seven years ago the company owned a fleet of 494 steamers with a total of nearly one million tons gross, representing about one-fifth of the German mercantile tonnage. On forty regular lines, the Lloyd steamers carried the German flag to all parts of the world. The Versailles Treaty left the company, in common with other German shipping concerns, with only a very small

fraction of its former fleet. But if the fleet was destroyed, the organisation which formerly ran the ships remained intact, and in order to utilise it, pending the creation of new tonnage, the company entered into an arrangement with the United States Mail Steamship Company which possessed a fleet but no organisation. Thus in the autumn of last year a service between New York and Bremen and Danzig was established, and this was gradually extended until, as at present, there are two and three sailings per month in each direction. As already stated the United States Mail S.S. Co. has been succeeded by the United States Lines, of which the Norddeutscher Lloyd is now the general representative for Central Europe.

The Norddeutscher Lloyd is now running three separate lines from Bremen to South America with its own ships. There are two lines of cargo steamers and one passenger line from Bremen to Rio de Janeiro and Buenos Ayres. It is announced that very shortly the Lloyd will be represented by its own steamers in the East Asiatic trade, in which it has hitherto acted as agent at Bremen for Alfred Holt and Co. and the Ellerman and Bucknall S.S. Co., as well as the Nippon Yusen Kaisha.

In 1919 the Lloyd resumed to a limited extent its services to the North Sea and Baltic holiday resorts, and these were considerably extended last summer. During the season the company maintained services to Wangerroog, Helligoland and Norderney, and owing to the favourable weather and the large number of visitors these were kept running until the middle of September. In the Baltic four regular lines were run during the summer.

While placing its organisation, at the disposal of foreign companies, the Norddeutscher Lloyd has not been idle in the renewal of its fleet. In addition to the steamers "Vegetack" and "Bremorhaven" engaged at present in the Brazilian traffic, both of which were built last year, it possesses the steamers "Westfalen," "Holstein," "Gotha," "Seydlitz," "York," "Göttingen," and the "Hannover," which was brought back from England. These nine steamers represent a total of about 50,000 tons gross. Calcula-

A GERM DESTROYER.

HERE is no larger vessel from a law or blood-ton resulting from a wound in the heart. It is a small, swift, and powerful vessel, which can be used for many purposes. It is a small, swift, and powerful vessel, which can be used for many purposes. It is a small, swift, and powerful vessel, which can be used for many purposes.

PRISON WEDDING BAN.

MEMBERS' ANGRY PROTEST IN THE COMMONS.

The refusal of the Home Secretary to arrange for the marriage of a young man now in prison to the girl who expects to become a mother by him drew angry protests in the House of Commons.

In reply to Mr. Briant, Mr. Shortt said a marriage could only be solemnised in prison by special licence from the Archbishop, but he understood there were great objections to the issue of a special licence for this purpose.

Mr. Briant asked whether a man named Plunkett was not married in prison in Ireland in May 1916, on the eve of his execution. If that could be done for a prisoner in Ireland, why not for a prisoner in England? (Cheers.)

The Home Secretary: I cannot add anything to what I have said. Major Nall: Why can't the marriage be solemnised in prison by the prison chaplain?

The Home Secretary did not reply. "Answer!" "Answer!" shouted members angrily.

Sir Harry Brittain: Would the right hon. gentleman approach the Archbishop, if he alone can give leave?

The Home Secretary: The matter is entirely with the Archbishop. (Confusion and cries of "Absolutely inhuman.")

Sir Robert Newman: If the Archbishop will grant the licence will the prison authorities allow the marriage to take place?

No answer was returned.

The tourist steamers, tenders, tug, lighters and so forth which remained in its hands after making its deliveries to the Entente at 57,000 tons, the Norddeutscher Lloyd now has at its disposal a total of about 107,000 tons, or barely one-tenth of its pre-war tonnage.

Contracts for new steamers have been entered into with various German shipyards, but their completion is delayed by difficulties in securing delivery of materials. The first of the new vessels on the programme, a cargo steamer with accommodation for a few passengers, was launched at Stettin on October 1 and named the "Minden." Two other vessels of a similar type are under construction, and a 30,000-ton steamer is being built at the Schichau works at Danzig. Intended for the Bremen-New York line, this is a sister ship to "Columbus," which has to be delivered on completion to the White Star Line.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

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Agents for:—ADMIRALTY CHARTS, ROSS'S BINOCULARS and TELESCOPES, KELVIN'S NAUTICAL INSTRUMENTS, BENSON'S ENGLISH WATCHES, ENGLISH SILVERWARE, direct from Manufacturers, High Class English Jewellery.

GIVE YOUR WIFE, SWEETHEART or MOTHER.

A BIRD OF PARADISE

for a XMAS PRESENT.

COME AND SEE FOR YOURSELF.

We also sell GURAH FEATHERS.

GRACO-EGYPTIAN TOBACCO STORE,

Top Corner Pedder Street & Queen's Road.

KAM HING KNITTING COMPANY.

Manufacturers of—

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Telephone K 577.

Manager, WONG KAM FUK.

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Chilli Sauce, Tomato Sauce, Chilli Powder, Pepper, Sour Fruit,

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(Hongkong)

REPULSE BAY HOTEL

(Repulse Bay)

PENINSULA HOTEL

(Kowloon)

(projected)

HONGKONG HOTEL GARAGE

TOWN GARAGE &

SHOW ROOMS

(Pedder Street)

RUSSELL STREET GARAGE

REPULSE BAY GARAGE,

THE PEAK HOTEL.

1,500 Feet above Sea Level.

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Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to

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WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and Elevators. Roof Garden. Hairdressing Saloon.

Splendid Views of City and Pearl River.

Excellent Cuisine. Moderate Rates.

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TIFFINS and DINNERS (Menu and a la Carte) at all hours.

TRY OUR PIES & PASTRIES.

Cakes made by arrangement. Bakers and Confectioners.

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ALL ROOMS FURNISHED with Electric Light, Fans and Lighted, European

Baths and sanitary fittings. Hot and Cold

Water system throughout. Best of Food and

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You will experience no difficulty in making choice of suitable articles for

THE CHRISTMAS SEASON.

THE CHOICEST SELECTION OF PERFUMES

from the best London, Parisian and American houses—in elegant bottles and handsome cases.

Watson's Ye Olde English Lavender Water and "Silver Bell" Eau De Cologne.

in special and Silver-mounted bottles.

SILVER-MOUNTED AND PLATED GOODS. MANICURE SETS, GILLETTE AND AUTO STROP RAZOR SETS, MIRRORS, etc., etc.

CONFECTIONERY OF THE FINEST QUALITY

including

FOSS' (Boston U. S. A.), CADBURY'S AND FRY'S CHOCOLATES.

in fancy and artistic boxes, etc., etc.

A. S. WATSON & CO., LTD.

ALEXANDRA BUILDINGS.

Wm. **Powell** Ltd.

TELEPHONE 346

XMAS 1921

IT IS NOT TOO SOON TO BUY.

SOMETHING

PLEASING

IS SURE
TO SUGGEST ITSELF
AT

POWELL'S

TOYS—FOR THE CHILDREN.
DAINTY GIFTS—FOR LADIES.
USEFUL PRESENTS—FOR MEN.

For the Convenience of Customers our Store will remain open until 8 p.m.

DURING THIS WEEK.
DES VOEUX ROAD CENTRAL.

We Specialize in

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Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.

60, Des Voeux Road, CENTRAL.

BIRTH.

WOLCOTT.—On December 8, at Changsha, Hunan, to Mr. and Mrs. Roger D. Wolcott, a daughter.

DEATHS.

HARKER.—On December 13, at Shanghai Dorothy May, wife of S. K. Harker, aged 29 years.

JONES.—On December 13, at Shanghai, William Allan Jones, Chinese Maritime Customs (Works Dept.), aged 32 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, DEC. 21, 1921

THE REAL FAR EASTERN PROBLEM.

The editor of the New York Financial Review is contributing solutions of the Pacific problem, and has asked our opinion of the first two articles. Let this be regarded as a flattering request, and our mention of it a boast, let us point out that it is probably due to the fact that our New York brother shares the common delusion that a man "on the spot" must know better than any other, and that Hongkong is "the spot," which it is not.

Many a man has posed as an authority on things Chinese because he resided in Hongkong. People who know the size of the problem are well aware that such residence is a handicap. Residence in Shanghai is even less of a help to knowledge. The real Far Eastern problem is to find a man who can see the whole. It takes many facets as a day's eye, the so-called "man on the spot" can only see one, and that not clearly.

Find a man who can reside simultaneously in Peking and Canton, and at the same time travel about in the country, knowing its language well. Provided that such a man is of independent means, and has no political bias, and is very intelligent and very inquisitive, then you may—with a few reservations—regard him as an authority. He will not see all or know all or understand all, but he has a chance of being free of some of the things that make most of our "authoritative" statements and opinions worthless to the really serious student. The witness whose chief concern in the matter is British trade, or American trade, or some other special interest, wastes the student's time as much as do the "liberal principles" which are sometimes merely a sign of inexperience and ignorance. We could say "mea culpa" ourselves on this latter count, but our regret is reduced by the recognition that our less practical counsels of perfection have served antidotally to counteract a poisonous attitude that has been more common. We who discuss these things in the public Press all err on one side, or the other. The China Mail merely claims that it has tried to confine its errors to the safer side. Where others have shown the ardour of a prosecuting policeman, we have remembered the right of the accused—the under-dog in the international dog fight—to the benefit of the doubt. This excuses some testimonies to character that facts subsequently ascertained have shown to be false. The Chinese may be worthy or worthless or mixed—there is no "authority" to settle that factor definitely. All we can see clearly is that their accusers usually have an axe to grind. The same thing applies to reproaches against the Japanese, the Americans, to all who come into this hemispheric problem, including, of course, our own people. We read for example a very plausible article by an "authority"

who has been in and out of China and Japan for several years past. He declares that the Americans are working up their pro-Chinese and anti-Japanese sentiments for a purpose—purely commercial. We ascertain that he is not an American, and that he is competing with Americans for Chinese business. He says that Japanese must be given room for their expanding population. We ascertain that he is for Asiatic exclusion from Western Canada, and are bound to suspect a connection. Japanese who pour into Shantung and Siberia, you see, will not trouble Canada or British Columbia. Should we ascertain that the Chinese have somehow managed to annoy him, we should be much closer to a diagnosis of his motives. The implications of this and all similar instances having been considered, why should a brother in New York attempt to solve the Pacific Problem? It is either foolish presumption or it has a motive yet to be ascertained. We prefer not to attempt inferring or deducing it. Our opinion of these two short articles has been invited. It is that they add nothing whatever to a better understanding of the situation, that they betray, indeed, an ignorance greater even than our own. We know very little about it, for the simple but sufficient reason that we are unable to believe any of the witnesses. We need more evidence and less propaganda.

LOCAL AND GENERAL.

Ladies are requested to send in their names and addresses for free inclusion in the Dollar Directory.

One case of enteric fever (Chinese) was reported during the 24 hours ended yesterday.

The Garrison Schools in Garden Road will be closed from December 22 to January 5, inclusive.

Sir William and Lady Rees Davies entertained a large gathering at an enjoyable dance given at the Hongkong Hotel last night.

The annual race meeting under the auspices of the Hongkong Jockey Club has been fixed for Monday, February 20th and the two following days, with the "off day" on Saturday, February 25th.

To-morrow afternoon Lieut.-Col. Wyndham and the officers of the 2nd Wiltshire Regiment are to be "at home" to their friends at the Polo Ground where the final for the K.O.Y.L.I. is Cup to be decided.

A serious fire broke out yesterday morning at No. 292, Queen's Road Central, a building situated at the corner of Ladd Street, and used as a joss paper and firecracker shop and store. The building was completely gutted, as was only to be expected, having regard to the highly inflammable nature of the goods stored in it. The extent of damage done to property is estimated at \$28,000. The building is insured with the Sun, Macdon and Commercial Union Insurance Companies.

There was just a nice, comfortable crowd at the special evening dance held at the Kowloon Theatre last night. Enconced in their artistically decorated retreat on the stage the orchestra men who have been fitted out in smart Pierrot Costumes, were in capital form and the high standard of the music and the excellence of the floor were both the subject of admiring comment. Encouraged by last night's success the management have decided to hold a similar fixture next week. Another of the dollar dances that have proved so popular with Kowloon folk is to be held to-morrow night.

All firms clubs, etc., who have not yet returned particulars for insertion in the Dollar Directory are requested to do so immediately to No. 5, Wyndham Street. Particulars of new firms etc., will be gladly received for free inclusion in the Directory.

AN EASY HAUL.

JEWELLER'S SHOP ROBBED.

A daring armed robbery was committed in a jeweller's shop at No. 173, Queen's Road East at about 10 o'clock last night. Three men entered the shop during the absence of the master and his wife, who were having tea a few doors away. After binding and gagging two elderly women left in charge they stole 35 taels of gold and three baubles worth \$1,880. (Alarm was given by the neighbours but the men escaped before the police arrived. Although a large crowd gathered no one dared to obstruct the robbers who brandished their revolvers as they fled.)

YACHTING.

"ROYALS" CHAMPIONSHIP.

WEEK-END RACING.

The Royal Hongkong Yacht Club's third Championship race for all racing yachts was sailed off on Saturday. The course was—(i) Channel Rocks (S), (ii) Mark boat off Customs House on Futabaue (P), (iii) Lymanea (P). Distance: 9.5 miles. There was a moderate wind blowing E to ESE, and some good racing was witnessed.

The results were—

HANDICAP CLASS.			
Yachts.	H'cap. on Course.	Corrected Time.	
Diana.....	owes 47½"	4.26.04½	
Rolla.....	do.	4.24.22½	
Colleen.....	7'07½"	4.26.30½	
Sonia.....	do.	4.24.38½	
Dorothea.....	do.	4.26.39½	
Position.			
	Pts. for Race.	Pts. to Date.	
Diana.....	3	12	
Rolla.....	1	6	15
Colleen.....	4	2	8
Sonia.....	2	4	7
Dorothea.....	5	1	6

ONE DESIGN.			
Yachts.	H'cap. on Course.	Corrected Time.	
Daphne.....	Scratch	4.43.51	
Bonito.....	do.	4.47.40	
Ailsa.....	do.	4.41.14	
Halcyon.....	do.	4.44.48	
Position.			
	Pts. for Race.	Pts. to Date.	
Daphne.....	2	3	6
Bonito.....	4	1	7
Ailsa.....	1	5	13
Halcyon.....	3	2	6

KEYBOARD-HAYS.			
Name.	H'cap. on Course.	Corrected Time.	
Gladys.....	Scratch	5.01.33	
Sea Lark.....	do.	4.57.27	
Spray.....	do.	4.56.30	
Boojum.....	do.	5.06.42	
Winifred.....	do.	4.57.01	
Lady Cloacina.....	do.	5.11.31	
Sirius.....	do.	4.53.28	
Ursula.....	do.	D.N.S.	
Lola.....	do.	D.N.S.	
Owl.....	do.	D.N.S.	
Position.			
	Pts. for Race.	Pts. to Date.	
Gladys.....	6	5	3
Sea Lark.....	5	6	23
Spray.....	3	8	20
Boojum.....	7	4	13
Winifred.....	4	7	25
Lady Cloacina.....	2	9	24
Sirius.....	8	3	16
Ursula.....	1	11	22
Lola.....	1	11	22
Owl.....	1	11	22

GAEL CLASS.			
Yachts.	Handicap on Course.	Corrected Time.	
Gael.....	Scratch	5.07.30	
Toinette.....	owes 1'35"	5.00.23	
Heckla.....	0'47½"	D.N.S.	
Viking.....	0'47½"	5.12.13½	
Dorothy.....	Scratch	5.09.44	
Joan.....	do.	5.35.20	
Chinook.....	1'35"	D.N.S.	
Position.			
	Pts. for Race.	Pts. to Date.	
Gael.....	2	6	17
Toinette.....	1	8	24
Heckla.....	—	0	0
Viking.....	4	4	15
Dorothy.....	3	5	9
Joan.....	5	3	6
Chinook.....	—	—	—

The 3rd of Championship race for Cruisers was sailed on December 18 over the following course.—Start and finish at Murray Pier (i) Lamma Island (S) Distance: 21 miles. There was a fresh east wind. Results:—

H'cap. on Course.			
Yachts.	H'cap. on Course.	Corrected Time.	
Azuma.....	5'15"	3.07.34	
La Cigale.....	Scratch	3.01.10	
Feathers.....	21'00"	D.N.S.	
Aileen.....	24'30"	3.18.33	
Irene.....	24'30"	3.30.42	
Norseman.....	26'15"	4.18.20	
Fayth.....	24'30"	4.28.25	
Violet.....	24'30"	3.27.43	
Mist.....	52'30"	4.28.17	
Queen Bee.....	35'00"	D.N.S.	
Sea Queen III.....	Scratch	D.N.S.	
Position.			
	Pts. for Race.	Pts. to Date.	
Azuma.....	2	10	27
La Cigale.....	1	12	30
Feathers.....	—	0	10
Aileen.....	3	9	24
Irene.....	5	7	23
Norseman.....	6	6	17
Fayth.....	7	5	12
Violet.....	4	8	32
Mist.....	8	4	3
Queen Bee.....	—	0	0
Sea Queen III.....	—	0	0

CHINESE RIG.			
Yachts.	H'cap. on Course.	Corrected Time.	
Lady Jean.....	3'30"	3.21.03	
Ononda.....	Scratch	3.48.30	
Niebs.....	do.	3.54.57	
Dorothy II.....	3'30"	D.N.S.	
Helen.....	14'00"	D.N.S.	
Position.			
	Pts. for Race.	Pts. to Date.	
Lady Jean.....	1	6	8
Ononda.....	2	4	13
Niebs.....	3	3	11
Dorothy II.....	—	0	0
Helen.....	—	0	0

All things considered business this year may be described as "fair." The dealers bought at the beginning of the year sparingly but more largely in July, August, September, and although

OUR LIFE BLOOD.

HONGKONG'S TRADE IN 1921.

SOME ILLUMINATING REVIEWS.

Below we publish a series of brief but pithy reviews which tell the story of the year's experience in the main branches of the Colony's commerce. Gathered from business men with their fingers on the pulse of the Colony's trade they form an interesting record of a period which will in many respects, it seems, be a painfully memorable one.

Commercial men seem to be facing the future with mixed feelings. The general instability of exchanges and the mutual distrust that it breeds are factors which are still exercising a vitiating influence and our trade with the interior is enfeebled by the inconstancies of Chinese politics. The outlook is an uncertain one on the whole but in some spheres at least it is felt that the worst has now been experienced and that 1922 must see the corner turned.

COAL.

JAPAN UP AGAINST CARDIFF.

At the beginning of the year there was a large surplus stock of coal in Japan and this made prices decrease. In May the Japanese mine owners decided to curtail their output by 20 per cent with the result that small mine owners had to close down owing to the high cost of labour. The surplus stocks in Japan then began to decrease considerably and naturally the coal market was then much steadier, especially in dust coal. Prices in Japan at the beginning of the year for lump coal were about 19 yen per ton.

Cardiff coal during the latter part of the year showed up as a serious competitor to the Japanese coal trade owing to the prices quoted. A cable from Reuter even stated that the price was as low as 20s per ton f.o.b. Shipments were made to Java and Singapore and during the last month cargoes have arrived for this port. Japanese mine owners, being afraid that Cardiff coal would flood into this market have reduced their prices to compete particularly in Singapore and Java.

Japanese lump coal and dust coal at the present moment show a difference of only about a dollar a ton as against about three dollars a ton ordinarily. Dust coal is now in great demand not only in Japan but also in Shanghai and Hongkong. At the present moment both sorts of coal are very firm in Japan owing to the high cost of labour and through the tendency of small mine owners to close down.

The general opinion is that prices will not be further reduced. Japanese mine owners think that they can hold their own in this market and there is every probability of their doing so as several contracts have already been fixed.

Freight and exchange during the year have practically ruled about the same. Prices between the beginning of the year and now show a fluctuation of about 15 per cent. The freight from Cardiff to Hongkong was quoted during the latter part of the year at about 20s. to 25s. per ton and when this is compared with the Japanese freights it must be considered a very low figure.

The importation of coal to Hongkong was about 1,100,000 tons, out of which Japan was responsible for 650,000.

RAW SUGAR.

PRICES REACH LOW LEVEL.

The course of the Raw Sugar Market during the present year has been a falling one in price throughout, values being at present about the lowest levels reached. Both Cuban and Java Raw have declined in prices to near, if not below, in some cases, Cost of Production.

The following figures of high and low values for 1920 and 1921 are interesting:—

	Highest.	Lowest.
Cuban Raw 96°	£325.50	4.50 p.100lbs
Java Whites 25°S	£1.75.00	15.00 p.pcl.
Java Browns 17°S	£1.65.00	18.00 p.pcl.
1921.	Highest.	Lowest.
Cuban Raw 96°	£6.25	2.00
Java Whites 25°S	£1.28.00	12.00
Java Browns 17°S	£1.20.00	10.00
A moderate supply of Javass of present season is left available until the New Crop comes in about April 1922. Cuba on the contrary has fairly heavy supplies of Javass available, approximately 750,000 tons to carry into the New Crop season just about commencing.		

METALS.

A FAIR YEAR.

All things considered business this year may be described as "fair." The dealers bought at the beginning of the year sparingly but more largely in July, August, September, and although

RICE.

"HAND TO MOUTH" BUSINESS.

Both the import and the export trade suffered during the year from the instability of exchanges and the consequent mutual distrust which it produced. Supplies were good but the demand was poor and rice at present is as cheap as it has ever been. German competition made itself very seriously felt, Hamburg traders buying when the market was strongly in their favour and afterwards under-selling at a handsome profit on the actual transaction in rice.

In the import trade there is no sign of a return to pre-war conditions and, according to one merchant, "no silver lining has appeared in the cloud yet." Exporters regard the outlook a bit more hopefully than that, but do not expect any big improvement in the demand until consumers have developed enough confidence to depart from their present "hand to mouth" policy. During the first half of the year there was an embargo on the Cuban market which in the ordinary course takes up to 150,000 tons a year. The ban has been lifted now but it will take time to readjust the position. New crops are expected to be pretty good on the whole, except in South China. Siam should have better supplies available than last season and Saigon's exportable surplus will probably remain about the same.

PIECE GOODS.

UTTER ABSENCE OF DEMAND.

In the piece goods trade the market opened at the beginning of the year with very considerable supplies of high-priced stocks in hand and further supplies continued to arrive during the first few months of the year. A further difficulty consisted in the shipment South from Shanghai of large quantities of fancy piece goods. This disorganised the clearances of stocks held here by dealers and others owing to the cheap prices at which the Shanghai holders sacrificed the goods.

Local values for grey shirtings declined considerably from the beginning of the year. White shirtings and fancy goods have appreciated. During the year most of the "grey" stocks have been sold and some fresh orders were placed. In regard to white shirtings fair stocks of high-priced calibre still remain and very few fresh orders have been forthcoming. In fancy goods and woollens some new business was possible in certain lines but results have been very disappointing.

The year closed with an utter absence of demand, due chiefly to the political disturbances which have affected the Chinese market generally; dealers at present are not keen on sending stocks up-country.

COASTWISE FREIGHTS.

"STAGNANT AND FEATURELESS."

From the point of view of ship-owners the year ended much as it began—unprofitably. More ships than cargo was the story right through and the coastwise freight market was, in consequence, stagnant and featureless. It is hard to say what the future may be likely to produce but it is felt that, since things cannot be worse any alteration must be for the better.

WOMAN AND JURY.

"LET HIM OFF" REMARK AS THEY PASSED HER.

Immediately after a jury at Preston Quarter Sessions had left the court to consider their verdict in a case in which a Blackpool man was charged with unlawful wounding, the chairman (Mr. J. Openshaw) said he had been told that a waiting jurywoman had spoken to the jury as they were retiring, asking them if they would let the prisoner off.

The Chief Constable of Blackpool (Mr. Desham), in the witness-box, said that the woman said three times as "the jury were filing out of the court, 'Let him off!'" Asked if she had anything to say, the woman stated that all she did was to remark to a woman seated next to her, "If I had anything to do with it I would let him off." She did not know the jury were passing her at the time.

After the adjournment a man, who said he was the woman's employer, stated that she had asked him to apologise for what had occurred. She was impulsive, and this was the first time she had been in a court of law.

Mr. Openshaw, who accepted the apology, said perhaps women now in jury work did not realise how serious the work was and how serious an offence it was for anyone to speak to the jury.

IN THE SOCIAL SWIM.

There were several departures for home in the "Teitris" on Tuesday, amongst others Mrs. Berners, Mrs. R. M. Stopford, Mrs. R. N. Stopford (must be rather confusing when both husbands are in the Royal Navy, and have nearly the same initials) Major and Mrs. Grenaway, and Captain R. Henderson, R.N., (late chief of the Staff) and Mrs. Henderson, who passed through on their way down from Japan and the North. Amongst recent arrivals are Colonel and Mrs. Clement Smith, back from their honeymoon in North China, Mrs. H. W. Bird, Commander and Mrs. Beckwith, and Doctor and Mrs. Strahan, who have taken a bungalow on the Peak. Talking of Commander Beckwith, I heard the other day in the tram (where one gains most of the gossip of this most virtuous Colony) that Captain Basil Tylor had been very seriously ill indeed with gastric troubles; he had some three doctors and four nurses in attendance, and at one time was not expected to pull through, but just did so and has gone to Dinard to recuperate.

On Monday I went to Captain Evans' lecture on the South Pole Expedition at the World Theatre, and was very much impressed. H. E. presided and introduced the lecturer. Captain Evans impressed us all with the cheery way in which he narrated the hardships he and the others went through. He rose to pathos when he told us how Captain Oates, that "very English gentleman" walked out in the raging blizzard to die alone in the hope of saving his comrades. As all the world knows, the hope was vain, for some ten days later the remaining three of the gallant band met their death. Captain Evans himself was very near death, and was only saved by the "inordinance" of the two gallant seamen Lashley and Crean. We were then shown the photos of the two men, Lashley, "who had been a total abstainer and non-smoker all his life," and Crean, "who had never been either." I also liked the story of the Irishman, who said "Beg your pardon, Sir, did you say we were to have thirty-four ounces per day per man?" "Yes," "Oh I thought it was thirty-four ounces per day per man." The pictures that illustrated the lecture were most interesting especially those of the King penguin, whose great desire was to sit on eggs, but if he or presumably she—had no eggs, then he or she would do. There were also some very interesting pictures of seals with their calves. Altogether a most interesting evening. The lecture was repeated the next day at St. Andrew's Hall, Kowloon, which I understand, was packed.

On Tuesday I went to the Art Club Exhibition. I do not pretend to any artistic knowledge, so my criticisms will only be those of the "man in the street." I thought it was a very good innovation grouping the work of the different artists together. There seemed to be fewer pictures than usual, but to my inexperienced eye they seemed to reach a high level. That does not mean that we did not miss Colonel Loring's seascapes, which were always a delight. Mrs. Humphreys' black and white first attracted one's attention. They are always charming. Miss Kirkpatrick's pictures were clever, but I am bound to say that it rather jarred to see the words of a poet like Rupert Brooke, whom I admire immensely, "sadly misrepresented" as the programme put it. Miss Huxley had made two charming portraits of Mrs. "Dick" Hancock's daughters. I thought Miss Aubrey's garden scenes very pretty. There were some quite striking advertisement posters exhibited, but they were not shown on the programme so I do not know who the artist was. Mr. Cole had some twenty pictures in both oils and watercolours, and I think won the first prize with his portrait of a Scotch lad. Miss Birnkova gave us some forty pictures, and perhaps included some of the most striking ones in the exhibition. Miss Phoebe Bowen exhibited some nice watercolours. I liked "Moonlight" by T. G. Purves very much. Mrs. McPherson had some very fine pictures. I particularly liked the four Temple pictures, especially Temple doors. It was rather unfortunate that the seven capital sines should have had a portrait mixed up with them. I heard one lady say, "Why what a nice looking man! That must obviously be—" well never mind, and was quite overcome with confusion, when she found it was "A portrait." Rather hard luck on the original, whoever he may be, don't you think?

Overheard in the tram, small boy aged about six—"Well, Tommy did you enjoy your party?" "Yes, very much." And were there some nice girls there?" "Oh yes, but the best of them were all married women."

I suppose every one (who is not annoyed) has been amused at the report of the meeting of the League of Fellowship, which took place on Monday afternoon. It was rather an anti-climax that, after sending a telegram to support the Washington Conference for abolishing war, the

meeting itself should have promptly proceeded to—well, shall we say, not quite agree about matters of interior economy! As a mere woman, I do not pretend to understand the issues raised, but it does seem to me, that, with the difficulty of getting houses that there is, on the Peak, if the Peak Reservations Act were repeated, we might just as well pack up and try and earn our bread and butter elsewhere. After all we don't come out here for the benefit of our health, and we are surely entitled to some consideration. We are liable, as it is, to have our houses sold over our heads, unless we are blessed enough with the world's good to have a right of own, and if the Peak were thrown open to everyone, I don't see where we could live at all. However, the whole matter has been discussed by far able brains than mine, and I do not want to be the fool that rushes in, where angels like—(you can fill up the gap a you please!) fear to tread!

So the Hongkong Hotel has swallowed the Peak Hotel, have they? They are rapidly getting a monopoly not only on the Island, but at Kowloon, when the new hotel is opened. We now can have dinner dainties at the Hongkong Hotel every night, except Sunday, and tea dainties four days a week. Hardly worth while going out in a car to Repulse Bay this time of year. However, Repulse Bay has a charm of its own and the drive out is not the worst part of it (and the drive back, too), provided of course one has the right companion!

What a lot of military changes are coming next month. The General and Lady Kirkpatrick are leaving us. The Wiltshires go to India, Colonel and Mrs. Taylor, Major and Mrs. Edwards, Captain and Mrs. Archer are all due for relief, while the 22nd Punjab is expected to be relieved shortly. One hardly seems to get to know the "old" ones before they are off somewhere else. They also tell me Major Wakefield, an old resident in the Colony, will shortly be promoted and leave us. Amongst many others, he will be a great loss to the Masonic Fraternity.

On Wednesday I looked into the Kowloon Church to see Mr. Sutherland marry Miss Dottridge. Doctor Smalley gave the bride away, and the officers of the Hongkong and Singapore Royal Garrison Artillery were present in uniform, while their pipes played outside the Church, whilst the bride and bridegroom passed under the swords of the officers present. After a reception at Mrs. Smalley's house the happy pair left for Repulse Bay, and proceeded to Macao the following morning. On Thursday afternoon I went to Madame Lottie Gordon's concert in aid of the Blind Home, Pokfulam, and the Kowloon Home for the Aged poor. It took place in the City Hall and was crowded with a very enthusiastic crowd of spectators. Madame Gordon is a very fine pianist, and in the second half of the programme showed us she is also a fine composer. With such a galaxy of talent, it is invidious to select any of the items. I will only say I particularly enjoyed Mrs. Drake's "Tosti's Good-bye," that Mrs. Pence looking as charming as ever sang her two songs very sweetly, and that Miss Dorothy Stobart accompanied by Mr. Rice, carried the whole audience with her. Altogether a most enjoyable concert. Madame Gordon was presented with some beautiful bouquets at the close. On Friday afternoon I went to the At Home given by the Victoria Diocesan Association. I noticed amongst others present H. E. the Governor and Lady Stubbs, the General and Lady Kirkpatrick, Miss Duff, Mrs. Bowden Smith, Dr. and Mrs. Claud Severn, and many others. We had three carols in which Mrs. Drew and Dr. Severn took part, and the Bishop gave us a very interesting address. In the evening took place Lady Kirkpatrick's dance, which was most enjoyable.

An interesting engagement is that of Mrs. C. H. Ross and Commander Hartford, D.S.O., R.N. I heard the wedding will take place shortly. Amongst other residents who returned to the Colony recently are Mr. and Mrs. Fletcher, Mrs. Dowbiggin, Mr. and Mrs. Maitland and Mr. Sharp. On Saturday I meant to go and see the Army play the Navy at Polo, but a pressing invitation to go to Repulse Bay to tea and dine was too tempting, so I succumbed and went. My better half went to some naval concert at—I think the City Hall, but as I was still asleep, when he went off to Fanling this (Sunday) morning, I have heard no details.

The invitations are out for the Submarine Dance, to take place at the City Hall on January 13th. On Tuesday next is Lady Rees Davies' dance at the Hongkong Hotel. On Xmas Eve there are dances both at the Peak Club and at the U.S.R.C. and also at Repulse Bay, so one has plenty of choice. A strenuous life, my masters, and how the poor men, who dance half the night, and have to get up early to go to their offices in the day time, manage, I don't know. Personally, except on days when I go out to tiffin and dine, I know I am only too pleased to get a sleep in the afternoon. By the way, how is the ladies' hockey club progressing? I see various fair damsels about with hockey sticks in the afternoon. I must try and find out some details during this present week.

Look out for the report of the next meeting of the Ex-Servicemen's Association (if that's what it is called). They tell me the League of Fellowship will be nothing to it. Is not that so, Mr. Yip?

PHOTOGRAPHERS.

AND PHARMACY ORDINANCE.

Messrs Kwong Kwai and Company, photographers of Queen's Road, Central were charged before Magistrate Lindsell this morning with having, (they not being authorised persons), sold poisons, to wit, cyanide of potassium. They were further charged with failing to label the bottle with Chinese characters.

M. K. Lo appeared for the defence and said that he had written a letter to the C.S.P., a few days ago announcing his intention of pleading guilty. He asked for a nominal fine or his clients' discharge, in view of the fact that they had been experienced in the photographic trade for over 30 years and had been in undisturbed possession of cyanide of potassium during the whole of that time.

Cyanide of potassium, said Mr. Lo, was essential to a photographer's trade, and unless the police met photographers half way or altered the Ordinance, all photographers would have to close up shop or be liable to a similar prosecution.

Inspector Macdonald said that the police did not take a serious view of the case, and were not pressing for a heavy penalty.

On the question of a permit being raised, Mr. Lo said that it was not practicable, as the Pharmacy Ordinance under which the defendants were charged aimed at the regulation of chemists' businesses, and the defendants did not come under that category. The Ordinance was passed in 1916, and it was left for his clients to be the first victims under it now.

The C.S.P., said Mr. Lo, had no right to issue permits to photographers under it, and even if they wanted to obtain a permit after this case, they could not do so. Undoubtedly there must have been an oversight on the part of the legislators on that point, at the time the Ordinance was framed and passed.

The Magistrate agreed with Mr. Lo, and instructed Inspector Macdonald to consult the C.S.P., on the point.

Later Mr. Wolfe attended Court and said that even if he withdrew the charge of possession and failing to label, there was still the charge of selling the poison for the defendants to answer; but he held that cyanide of potassium was not essential to a photographer's trade.

After lengthy argument, the Magistrate imposed the nominal fine of \$10.

CHINA COAST.

LATEST SHIPPING CHANGES.

Mr. D. D. Richards, from reserve, has gone second officer, "Sinking." Mr. H. Birkett, second engineer, "Wendlow," has gone second engineer, "Yngelow."

Mr. J. V. King, second engineer, "Yngelow," is on reserve.

Mr. J. Lewis, third engineer, "Kushling," has gone third engineer, "Cochran."

Mr. G. Tinker, third engineer, "Sinking," is on reserve.

Mr. R. Tully, chief officer, "Koonshing," has gone chief officer, "Suwo."

Mr. N. H. Gireg, from reserve, has gone acting chief officer, "Hangsang."

Mr. A. Duckwey, chief officer, "Hangsang," is on reserve.

Mr. E. B. Smith, from reserve, has gone chief officer, "Koonshing."

Mr. T. O'Hare, from reserve, has gone supernumerary second officer, "Koonshing."

Mr. E. P. B. Kidby has been appointed supernumerary second officer, "Tuckow."

Mr. J. S. Macdonald, from leave, has gone second engineer, "Esang."

Mr. P. Knapp, second engineer, "Esang," is on leave.

Mr. C. Ross, second engineer, "Koonshing," has gone acting chief engineer, "Esang."

Mr. D. Ellis, chief engineer, "Esang," is on leave.

Mr. G. Collins, supernumerary third engineer, "Koonshing," has gone acting second engineer, same ship.

Mr. J. Macellar, from reserve, has gone second officer, "Kiangwan."

Mr. P. McAlister, second officer, "Kiangwan," has gone second officer, "Kiangwan."

Mr. V. G. Yastreboff has been appointed second officer, "Hsingking-tean."

Mr. W. Moodie, third engineer, "Hsingwan," has gone third engineer, "Hsingking-tean."

Mr. W. Sinclair, acting chief officer, "Kwangping," has signed off.

Mr. J. C. Laing, from reserve, has gone chief officer, "Kwangping."

club progressing? I see various fair damsels about with hockey sticks in the afternoon. I must try and find out some details during this present week.

SENT BACK.

FUGITIVE FROM SINGAPORE.

David TROY who is wanted by the Singapore authorities for the alleged embezzlement of \$10,000—belonging to a British firm in that city, was again before Magistrate Wood this morning.

Mr. T. M. Hazlerigg, Assistant Crown Solicitor, informed the Magistrate that Mr. G. R. Haywood, the man's solicitor, was unable to attend court that morning, but as all the proceedings were going to be of a formal nature, the fugitive having admitted his identity and elected to return to Singapore, Mr. Haywood had no objection to the case proceeding in his absence.

Cheah Sik Ling, a detective of the Singapore police produced a warrant for the fugitive's arrest for "criminal breach of trust."

On Mr. Hazlerigg's application the Magistrate made the necessary order for the fugitive's return to Singapore.

The fugitive mentioned a document which he said he had signed in a hurry a few days ago and did not have time to read through.

Mr. Hazlerigg said that it related to the sum of \$4,000 which the man had put in a motor boat company. It was agreed by the fugitive and his solicitor that out of that money \$300 which the fugitive owed to the Company should be retained by them, \$300 paid to his wife and the balance remitted to Messrs. Sassoon and Daley, solicitors of Singapore.

The fugitive said he would rather the balance was remitted to the Singapore authorities.

Mr. Hazlerigg said that he had already cabled to Sassoon and Daley the gist of the agreement and if the fugitive persisted in his objection it might upset all arrangements which had been made and probably affect the \$300 paid to his wife. The mere fact of the money being remitted to Sassoon and Daley did not make them owners of the money. The fugitive could prove his claim to the money at the trial in Singapore.

The Magistrate suggested the inclusion of the words "to the order of the Court" in the document.

The fugitive expressed himself as satisfied.

LATEST SHIPPING NEWS.

ARRIVALS.

Agamemnon, (B & S), from Taku, Shanghai.—A. 1.

Deucalion, (B. & S.) from New York, Shanghai.—Wmfr.

Huichow, (B. & S.) from Canton.—C. 17.

Kaiping, (Dodwell & Co.) from Chinwanto.—B. 49.

Seang Bee, (Tuen Kee Hong) from Rangoon, Singapore.—A. 10.

Hai Hong, (D. L. & Co.) from Foochow, Swatow.—Wharf.

Camillo, (A.P.C.) from Singapore.—North Point.

Arsufra, (P. O. S. N. Co.) from Melbourne, Manila.—A. 5.

Hopsang, (J. M. & Co.), from Canton.—C. 44.

Hosei Maru, (Suzuki & Co.), from Wakamatsu.—A. 52.

Nissei Maru, (Sato & Co.), from Swatow.—B. 49.

Samsang Maru, (Nanyo Y. K.), from Balak Pappan.—B. 50.

Yumihari Maru, (Man Wing) from Keelung.—B. 53.

Kaijo Maru, (O.S.K.) from Keelung, Swatow.—Wharf.

Indien, (Manners & Backhouse), from Copenhagen.—B. 55.

Fouche ng, (Mastu.) from Macao.—Dock.

CLEARANCES.

Kaiping, (Dodwell & Co.) for Canton.—Dec. 20.

Nellore, (P. O. S. N. Co.) for Singapore, Antwerp.—Dec. 21.

Kam Ying Fat, (Globe Nav. Co.) for Hoihow, Pakhoi.—Dec. 21.

Man Sang, (J.M. & Co.) for Sandakan.—Dec. 21.

Bellerophon, (B. & S.) for Singapore, London.—Dec. 21.

Indien, (Manners & Backhouse) for Shanghai, Yokohama.—Dec. 21.

Tyndarus, (B. & S.) for Manila.—Dec. 21.

City of Boston, (Bank Line.) for Shanghai, Yokohama.—Dec. 21.

Nessei Maru, (Y. Sato & Co.) for Hongay.—Dec. 21.

Hinchow, (B. & S.) for Hongay.—Dec. 21.

Yingchow, (B. & S.) for Canton.—Dec. 21.

Tjikembang, (J.O.J.L.) for Amoy, Dainy.—Dec. 21.

Arsufra, (P. O. S. N. Co.) for Yokohama.—Dec. 22.

Manji, Maru, (M.B.K.) for Hongay.—Dec. 22.

Hop Sang, (J. M. & Co.) for Swatow, Bangkok.—Dec. 22.

Jade, (Kai Yu.) for Pakhoi, Hainan.—Dec. 22.

Kwang Lee, (O. M. S. N. Co.) for Shanghai.—Dec. 22.

MORE HOME MAILS.

NEW MAIL SERVICE.

With the departure of the P. & O. s.s. "Nellore" from Shanghai on December 19, a regular mail service will begin between the Far East and London, says *Shipping and Engineering*. The steamers will be despatched from Shanghai on alternate Saturdays and are scheduled to complete the journey to Marseilles in 35 days, and the mails will take an extra 23 hours to reach London. This service is the result of an arrangement between the P. & O. and the Postmaster-General of Great Britain and amounts to the renewal of the contract by the British Government with the P. & O. which was allowed to lapse during the war. It will prove a great boon to business men. Shanghai will not feel the advantage so much as Hongkong, which is nearer London. The usual Homeward ports of call will also be advantageously affected.

PIRATED VESSEL DELAYED.

The West River steamer "Wa Sun" which was pirated near Shanni on Monday was expected to arrive here last night. She was delayed and will not reach Hongkong until this evening.

SUMMARY OF AUCTIONS.

TO-MORROW'S SALES.

Hughes and Hough:—Jewellery, at Sales Rooms, 2.30 p.m.
Lammert Bros:—Selection of toys, at Sales Rooms, 11 a.m.

FORTHCOMING SALES.

December 23.—Hughes and Hough: Fancy Goods, at Sales Rooms, 2.30 p.m.

Fanling golf fixtures for the Xmas holidays are advertised to-day.

It's an ill wind that blows nobody any good. Wiseman's have to move out of their present premises, so they are making big reductions, (advertised elsewhere) in their prices for Xmas crackers, stockings and fancy chocolates in order to clear their stock.

TO-DAY'S ADVERTISEMENTS.

A. S. WATSON & CO., LIMITED.

NOTICE.

ON SATURDAY, 24th December, all Departments will be open for business until 6 p.m.

A. S. WATSON & CO., LIMITED.
doubtless, December 21, 1921.

ROYAL HONGKONG GOLF CLUB.

FANLING.

XMAS HOLIDAYS.

Dec. 24th-27th Men's Bogey Pool.

Old Course.

Dec. 28th a.m. Men's Medal Competition.

Old Course.

Dec. 28th p.m. Mixed Foursomes.

New Course.

Dec. 27th a.m. Men's Tombstone Competition.

Old Course.

Dec. 27th p.m. Ladies' & Men's Drilling, Approaching & Putting.

Commencing at 2 p.m. 10th Tee and 15th Green, New Course.

Medal & Tombstone Competitions.

Players must start before noon. Small

souvenir cups will be presented to winners of Medal, Tombstone & Mixed Foursome Competitions.

Entrance Fees:—Bogey Pool 50 cts.

per card. Medal & Tombstone \$1

each. Mixed Foursomes \$1 per pair.

Post entries.

Hongkong, December 21, 1921.

WISEMAN, LTD.

Owing to removal a reduction of

20%

is being made on

Tom Smith's Crackers,

Santa Claus Stockings

and all

Fancy Boxes of Chocolates.

Our stock must be cleared

this week.

Telephone 407.

NOTICES.

LANE, CRAWFORD'S

— CHINA AND GLASS DEPTS. —

TEA SETS — DESSERT SETS

EARLY MORNING TEA SETS

BREAKFAST SETS — COFFEE SETS

A large selection just arrived
in "Paragon" and "Crown Ducal"
Ware suitable for

XMAS GIFTS

We have just received a large consignment
of our stock pattern Dark Blue Band
Dinner, Tea and Breakfast Ware.

Our Store will remain open until 6 P.M.
during this week.

NEW MUSIC
NEW RECORDS

JUST ARRIVED.

FOX TROTS,

ONE STEPS,

WALTZES,

ETC.

AT

ANDERSON'S

Sole Agents:—

Suzuki & Co.

SAKURA BEER
Alexandra Buildings.
Tel. 468 & 467.

DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE)

Open and Closed

CARS FOR HIRE

TEL. 482. 3552 in Hongkong and Kowloon. TEL. 482. 3552

C. E. WARREN & CO., LTD.

Expert Sanitary Engineers

30/32, DES VOEUX ROAD, HONGKONG.

BEG TO INFORM THEIR NUMEROUS CUSTOMERS

That from 1st January, 1922.

THEIR OFFICES, SHOWROOMS & GODOWN.

WILL BE

98A, WANCHAI ROAD, TEL. No. 269.

(JUST PAST NO. 2 POLICE STATION.)

GANDE, PRICE & CO., LTD.

WINE AND SPIRIT MERCHANTS.

5, QUEEN'S ROAD CENTRAL, TEL. 135.
BEG TO notify Customers that assorted Hampers suitable for the
Festive Season may be obtained from us at the following reduced rates.

No. 1 HAMPER.

1 Qt. Moet & Chandon Champagne "Crown Brut"

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings:—To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 5 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Union Building, or from Booking Agents, Messrs. Thos. Cook & Son, and the American Express Company, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK AND BOSTON

VIA SUBZ.

S.S. "EGREMONT CASTLE" Sailing on or about 5th January.
S.S. "DACE CASTLE" Sailing on or about end Jan. 1922.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

[FOR SHANGHAI]

S.S. "CILICIA" Sailing on or about 23rd December.
S.S. "TRIESTE" Sailing on or about beginning Jan., 1922.

FOR BRINDISI, VENICE, AND TRIESTE

S.S. "CILICIA" Sailing on or about 10th January, 1922.
S.S. "TRIESTE" Sailing on or about end January, 1922.
Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service

FROM CALCUTTA TO

SOUTH AFRICAN PORTS

S.S. "UMSINGA" Sailing middle of January.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON HAMBURG, ROTTERDAM & ANTWERP—Monthly direct

service via Singapore and Port Said. Friday, 23rd Dec.

ATLAS MARU Friday, 18th Jan.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

KANASO MARU Tuesday, 27th Dec.

JAVAN MARU Saturday, 31st Dec.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly

PASSENGER service.

RUSHO MARU Sunday, 1st Jan.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Dairen—Regular fortnightly PASSENGER service touching at intermediate

ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection

with Chicago, Milwaukee and St. Paul Railway.

ALABAMA MARU Wednesday, 21st Dec.

ARABIA MARU Monday, 2nd Jan.

*omit. Shanghai.

NEW YORK via PANAMA. HAGUE MARU Wednesday, 18th January.

NEW ORLEANS via SUBZ. HAMBURG MARU Friday, 10th March.

JAPAN PORTS—Kobe & Yokohama via Shanghai. Thursday, 29th Dec.

HIMAYAMA MARU Thursday, 29th Dec.

KIM ONO via SWATOW & AMOY—These steamers have excellent accommo-

dation for 1st and 2nd class saloon passengers and will arrive at and depart from

the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW and AMOY. KAIJO MARU Sunday, 26th Dec.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "KATUNA" Canal 21st Dec.

S.S. "YANGTZE" Canal 28th Dec.

S.S. "EURYLOCHUS" Canal 10th Jan.

S.S. "CITY OF CAMBRIDGE" Via Suez Canal 20th Jan.

Passengers proceed via Suez Canal or Panama Canal at Owners'

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG

HONGKONG & CANTON R.S. 155 & CO. CANTON.

HONGKONG & CANTON R.S. 155 & CO. CANTON.

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SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW AND SHANGHAI

HONGKONG Dec. 22, at 4 p.m.

SHANGHAI AND TIENTSIN Dec. 24, at 4 p.m.

SWATOW AND SINGAPORE Dec. 24, at 4 p.m.

SWATOW AND SINGAPORE Dec. 25, at Noon.

SWATOW, SHANGHAI AND PUKOW Dec. 25, at Noon.

PAKHOI & HAIPHONG Dec. 25, at 10 a.m.

SWATOW & BANGKOK Dec. 25, at 10 a.m.

SHANGHAI Dec. 27, at Noon.

SHANGHAI Dec. 27, at Noon.

PORT OF ORBIT Dec. 31, at 10 a.m.

MANILA, CEBU AND ILOILO Jan. 3, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent

saloon accommodation, electric fans in saloon and staterooms.

Regular schedule service between Canton, Hongkong, Shanghai

(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai,

avoiding the inconvenience of transshipment at Woonung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 15.

ADMIRAL LINE

Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE.

Calling Shanghai—Kobe—Yokohama.

For Manila Direct.

ARRIVE SEATTLE

S.S. "SILVER STATE" Seattle, Jan. 1st, Jan. 20th 1922.

S.S. "PINETREE STATE" Manila, Jan. 2nd.

S.S. "PINETREE STATE" Seattle, Jan. 12th, Jan. 13th.

S.S. "WENATCHEE" Manila, Jan. 16th.

S.S. "WENATCHEE" Seattle, Jan. 26th, Feb. 16th.

S.S. "BAY STATE" Manila, Jan. 30th.

S.S. "BAY STATE" Seattle, Feb. 6th, March 1st.

Through Bills of Lading issued to Overland common points Passenger and

Freight Particulars. Apply to—

THE ADMIRAL LINE,

5th Floor, Union Building. Telephone 2477 & 2478.

PASSENGER OFFICE

QUEEN'S B'ING, 2 ION HOUSE ST.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, Union Building. Telephone 2477 & 2478.

PASSENGER OFFICE

QUEEN'S B'ING, 2 ION HOUSE ST.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

"SURUGA" 2nd Half Jan. 1922.

For freight, space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephone 2477 & 2478.

AGENTS

5th Floor

UNION BUILDING

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG AND JAVA.

For Batavia, Samarang, Soerabaya, Macassar

and Balikpapan.

S.S. "MACASSAR MARU" Sailing on or about 5th Jan.

S.S. "SAMARANG MARU" Sailing on or about 24th Jan.

For Moji, Kobe, Osaka and Yokohama.

S.S. "SAMARANG MARU" Sailing on or about 23rd Dec.

S.S. "BORNEO MARU" Sailing on or about 13th Jan.

For further information please apply to—

K. SOZUKI,

Manager,

Telephone No. 2200.

Second floor, Prince's Building

SHIPPING

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England.

Via SHANGHAI, NAGASAKI, (MOI) KORE, YOKOHAMA, VANCOUVER & MONTREAL.

From Hongkong. Due Vancouver. From St. John. Due Liverpool.

E. of Asia Jan. 5 Jan. 23 Montclair Feb. 1 Feb. 7

Montclair Jan. 17 Feb. 10 Melita Feb. 17 Feb. 24

E. of Japan Feb. 8 Mar. 1 Minnedosa Mar. 10 Mar. 17

E. of Russia Feb. 23 Mar. 13 Metagama Mar. 24 Mar. 31

E. of Asia Mar. 23 Apr. 10 E. of Britain Apr. 22 Apr. 28

Other Atlantic sailings every few days to Liverpool, Southampton,

Glasgow, Antwerp, Havre, Naples & Danzig.

Allotment of cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,

Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIP LIMITED.

Hongkong Office. Telephone 752. Cable Address GAOANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. CHINA S.S. NANKING

Jan. 18th Feb. 20th at noon.

Java Service

BETWEEN HONGKONG, SINGAPORE, AND BATAVIA.

HONGKONG TO SINGAPORE & BATAVIA.

S.S. NILE

January 11th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

C. T. SERRIDOR, GENERAL AGENT

PRINCE OF WALES BUILDING, 108 HOUSE STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1834. No. 2161.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

accommodation for First Class Passengers, Electric Light and Fans in staterooms

and saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOOW

AND RETURN.

(Occupying 9 to 10 Days)

CAPTAIN

HAICHING Capt. J. S. Thomson ... TUESDAY, 27th Dec., at Noon.

HAILOONG Capt. W. Couper ... THURSDAY, 29th Dec., at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUBZ.

Subject to change without notice.

ORIENTAL AFRICAN LINE

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

MADAGASCAR, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

FREIGHT & PASSENGER SERVICE.

FOR EAST/UNITED KINGDOM & CONTINENT.

S.S. "NEWBY HALL" 18th Jan. London, Rotterdam and Hamburg

HOMESWARD PASSENGER SERVICE.

S.S. "CITY OF MANCHESTER" 30th Feb. London

S.S. "CITY OF BIRMINGHAM" Middle of March London

S.S. "CITY OF CALCUTTA" 10th May London

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

Channel Agents

Or to BEIR & Co. Calcutta

Channel Agents

NOTICE TO SHIPPERS AND PASSENGERS.

SCHEDULED DEPARTURES

VESSELS DUE

FROM SHANGHAI.

Dec. 22—P. & O. Duna.

23—H. F. Yangtze.

31—B. F. Yantia.

Jan. 2—B. F. Yantia.

9—B. F. Kurechichu.

18—N. Y. K. Tsuchima Maru.

18—B. F. Myrmidon.

17—P. & O. Egypt.

18—B. F. City of Cambridge.

Feb. 9—B. F. Keemun.

Mar. 13—P. & O. Sicilia.

FROM JAPAN.

Dec. 22—N. Y. K. Yokohama Maru.

23—T. K. K. Persia Maru.

SHIPPER

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NELLORE"	6,700	21st Dec.	Singapore, Penang, Colombo, Aden, Port Said, Marseilles and London.
"DUNERA"	5,800	27th Dec.	Singapore, Colombo & Bombay.
"DONGOLA"	5,800	4th Jan.	Marseilles, London & A'werp.
"DILWARA"	5,200	12th Jan.	Singapore, Colombo & Bombay.
"ROYPT"	7,941	18th Jan.	Aden, Port Said, Marseilles, London & A'werp.
"KASHMIR"	8,841	1st Feb.	Marseilles, London & A'werp.
"NAGORA"	6,824	16th Feb.	do.
"KASHGAR"	6,840	1st Mar.	do.
"SIKILIA"	6,700	14th Mar.	Singapore, Colombo & Bombay.
"KHIVA"	9,017	18th Mar.	Marseilles, London & A'werp.
"DEVANHA"	8,092	28th Mar.	do.
"NOVARA"	8,860	18th Apr.	do.
"KALYAN"	8,987	28th Apr.	do.
"PLARBY"	7,346	10th May	do.
"DONGOLA"	6,000	24th May	do.

BRITISH INDIA-APCAR SAILINGS (South)

"EURYLUS"	3,800	31st Dec.	Singapore only.
"TAKADA"	7,000	1st Jan.	Calcutta via Singapore, Penang, and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	9th Jan.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	16th Feb.	do.

1 calls at Sabattik.

SAILINGS TO SHANGHAI & JAPAN

"ARAFURA"	6,000	22nd Dec.	Yokohama direct.
"NAGORA"	5,300	24th Dec.	Moji and Kobe.
"GREGORY APCAR"	4,700	26th Dec.	Kobe & Shanghai.
"EURYLUS"	3,800	27th Dec.	Amy.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handcar, etc., apply to-

MACKINNON, MACKENZIE & CO.

22, De Voeux Road Central, HONGKONG.

Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1114.

25, Wing Woe Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through bills of lading issued to all Overland Common Points in U.S.A. and Canada.

KASHIMA MARU ... Tuesday, 27th Dec. at 11 a.m.
SUWA MARU (calling Manila) ... Saturday, 14th Jan. at 11 a.m.
FUSHIMI MARU ... Wednesday, 6th Feb. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU ... Friday, 23rd Dec. at 11 a.m.
YOSHINO MARU ... Friday, 6th Jan. at 11 a.m.
MISHIMA MARU ... Friday, 20th Jan. at 11 a.m.
SADO MARU ... Friday, 3rd Feb. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ... Thursday, 19th Jan.

LIVERPOOL via MARSEILLES.

MALACCA MARU ... Thursday, 6th February.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 17th Jan. at 11 a.m.

AKI MARU ... Tuesday, 14th Feb. at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

TOBA MARU ... Friday, 30th Dec.

NEW YORK via Suez.

TSUYAMA MARU ... Monday, 2nd January.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Monday, 2nd Jan.

CALCUTTA via Singapore, Penang & Rangoon.

YOSHINO MARU ... Thursday, 29th Dec.

KAGAWA MARU ... Thursday, 6th Jan.

NAGASAKI, KOBÉ & YOKOHAMA.

AKI MARU ... Wednesday, 11th Jan. at 11 a.m.

SHANGHAI KOBÉ & YOKOHAMA.

SADO MARU ... Sunday, 25th Dec. at 11 a.m.

TSUBURA MARU (calling Kure) ... Saturday, 31st Dec.

KITANO MARU ... Sunday, 8th Jan. at 11 a.m.

For further information apply to-

NIPPON YUSEN KAISHA

K. M. KANE, Manager.

Telephone Nos. 292 and 293.

HOME-GROWN SUGAR.

The fact that in no country in which the beet sugar industry has been introduced has it failed to be commercially successful, makes the opening of the first British beet sugar factory an occasion for much hope, in spite of the fact that operations are to begin on a falling market. There is no question at all but that beet of high sugar content can be successfully grown in Britain, and the only unknown factor is if such beet can be made into sugar at such a profit as to allow an adequate return to the grower. A difficulty in the matter, in view of British labour conditions, is that sugar beet requires a considerable amount of handthinning and hoeing, but it forms a valuable rotation crop; and the spent beet pulp treated with the by-product molasses makes a valuable food for stock for returning to the farm. The new factory is at Kelham, near Newark-on-Trent, and that farmers in the neighbourhood can be induced to grow sugar beet is sufficiently illustrated by the fact that supplies this year are being received to the extent of 20,000 tons of beet from 425 growers. The Kelham factory has been built by Messrs. Home-Grown Sugar, Limited, of which company half the share capital has been subscribed by the Government. The whole scheme owes its initiation and development to the British Sugar Beet Growers' Society, Limited, of 14, Victoria-street, Westminster, which bought the Kelham estate with advances from the Development Fund. The estate, which covers 2,834 acres, was bought by the society in 1917 and transferred to the company in 1920. Beet supplies will be drawn from the estate

as well as from local growers. The area devoted to the factory covers 41½ acres. There are six ferro-concrete silos with a capacity of 5,000 tons of beet, and railway sidings to accommodate 150 trucks. There is also a ferro-concrete wharf, 181 ft. long, on the River Trent. The factory can deal with 60,000 tons of beet in a season, which covers 100 days of 24 hours working, including Sundays. The expected production is 8,000 tons of sugar, 3,000 tons of dried beet pulp, 1,800 tons of molasses and a large quantity of lime waste which is a valuable manure. During the present season only some 20,000 tons of beet will be dealt with, it being deemed inadvisable to attempt more with unskilled labour and a new factory. There is nothing experimental about the installation and the whole of the sugar plant follows standard French practice. It was supplied by the Compagnie de Fives-Lille, of Fives-Lille, (Nord). The building contractors were Messrs. Walter Scott and Middleton, Limited, and the consulting engineers and architects Messrs. Hal Williams & Co. The formal opening of the factory was performed by the Right Hon. Sir Arthur Griffith-Boscawen, Minister of Agriculture. We sincerely hope that the event marks the beginning of a continuously profitable British industry.—*Engineering.*

UNNECESSARY WORDS.

Why waste words and advertising space in describing the many points of a certain Chamberlain's Cough Remedy? The most fastidious are satisfied when we state that it cures colds and coughs from any cause, and that it contains absolutely no narcotics or injurious substances. For sale by all chemists and Storekeepers.

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SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China & Japan Conference)

Regular monthly service between

YOKOHAMA, KOBÉ, DAIREN, SHANGHAI, HONGKONG, ANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers.

For Sailing on or about

"OLDERERK"	Rotterdam, Amsterdam & Hamburg	19th Jan.
"RAJJA"	Amsterdam, Rotterdam & Hamburg	10th Feb.
"LD BI"	Rotterdam, Amsterdam & Hamburg	10th Mar.
"TJISOND BI"	Amsterdam, Rotterdam & Hamburg	10th Apr.
"AAGTEKERK"	Rotterdam, Amsterdam, & Hamburg	10th May

For full particulars please apply to:-

JAVA CHINA JAPAN LYN,

General Agents,

Telephone No. 1574.

York Building.

JAVA-PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN

Steamer.	From	Expected on or about	Will leave on or about	For
"TJILBOET"	Java	in port	22nd Dec.	SAN FRANCISCO via Manila only.
"SIMALOEER"	San Francisco	in port	24th Dec.	Batavia direct.
"BLINT NG"	Java	31st Dec.	8th Jan.	SAN FRANCISCO via Manila.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,

General Managers,

Telephone No. 1574.

York Building.

WING CHEUNG & CO.

SHIP CHANDLERS

AND

GENERAL STOREKEEPERS

No. 105, Des Voeux Road Central,

HONGKONG.

KWONG NING TAI

CHAN LUM

STEVEDORES COAL MERCHANTS

COMPRADORES & SHIPHANDLERS

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No. 70 Des Voeux Road Central

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P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA," Captain WATKINS, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, 27th December, 1921, taking Passengers and Cargo for the above Ports, and for London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, December 9, 1921.

NOTICES TO CONSIGNEES

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

THE Motorship

"INDIEN,"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and stored at their risk into the hazardous and/or extra hazardous G-downs of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th December, will be subject to rent. All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 27th December, at 10 a.m.

All claims must reach us before the 31st December, or they will not be recognized.

No fire insurance will be effected.

Bills of Lading will be countersigned by

MANNERS & BACKHOUSE, LTD.,

Agents.

Hongkong, December 20, 1921.

MITSUBISHI SHOJI KAISHA, LTD.
(Mitsubishi Trading Co., Ltd.)
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE, KISHIMOTO, YOSHINOTANI, HOJO, KAMAKURA, SATO, SHIN-NEW, KANADA, BIRAL, KAMIYA, MADA, and OKUBARI.
AGENTS FOR SAKITO COAL.

Head Office:—TOKYO.

Branches and

Representatives:—

Nagasaki, Karatsu, Wakamatsu, Moji, Kure, Kobe, Osaka, Tsuruga, Nagoya, Yokohama, Tokyo, Hakodate, Muroran, Otaru, Vladivostok, Peking, Hankow, Shanghai, Tientsin, Canton, Manila, Singapore, Soerabaya, London, Paris, New York and Seattle.

Cable Address:—IWASA, LIRAL

Cables:—A. I. A. B. O. 5th Dec.

Western Union and Barclay

Agencies for: The Mitsubishi Marine & Fire Insurance Co.

The Onaka Marine & Fire Insurance Co.

For Particulars, apply to—

S. KOMURA, Manager.

No. 14, Prince Street, Hongkong.

SHIPPING

STRUTHERS & DIXON, Inc.

Operating P&O service for account of the
UNITED STATES SHIPPING BOARD

To LOS ANGELES & SAN FRANCISCO

"West Jena" ... 31st December.
"West Orewa" ... 16th January.

*Also, cargo accepted for Transshipment at San Francisco to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, & BOSTON.

Through Bills of Lading issued to U.S. & Canadian Overland Consignees. P&O HONGKONG OFFICE—1st floor Fowell's Building, 12, Des Voeux Rd., Tel. 800.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG
* PERSIA MARU	9,000	Jan. 5th.
* TAIYO MARU	22,000	Jan. 12th.
* SIBERIA MARU	22,000	Jan. 19th.
* TENYO MARU	22,000	Feb. 2nd.
* KOREA MARU	22,000	Feb. 9th.
* SEIYU MARU	22,000	Mar. 6th.

* Calling at Dairen and omitting call at Keelung & Shanghai.

* Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALI, MOLENDINO, ARICA & IQUIQUE.

Through at TRANS-ANDALOU Route to BOMBAY, ALEX.

STEAMERS.	TONS.	LEAVE HONGKONG
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* GINYO MARU ... 15,800 ... Feb. 28th.

* ANYO MARU ... 15,800 ... Mar. 28th.

* SEIYO MARU ... 14,000 ... May 18th.

* Omit. Manila.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager: King's Building, Tel. Nos. 374 & 387.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

THE EAST ASIATIC COMPANY, LTD.,

COPENHAGEN.

The S/S "RHODESIA"

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian ports.

About 5th December.

Further sailings:—

M.S.	Expected on or about	Will leave for above ports on or about
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M.S. "JAVA" ... 31st December ... 15th January.

M.S. "INDIEN" ... 30th December ... 24th January.

M.S. "PERU" ... 4th January ... 8th February.

M.S. "ARABIAN" ... 18th January ... 15th February.

M.S. "KINA" ... 1st February ... 2nd March.

M.S. "AFRIKA" ... 1st February ... 10th March.

Subject to change without notice.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

Agents.

THOS. COOK & SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

COOK'S "FAR EASTERN TRAVELLER'S GAZETTE" containing

Sailings and Fares from the Far East to all parts of the World, will be

forwarded free on application.

Telegraphic Address "COUPON." THOS. COOK & SON,

Telephone No. 524 Hongkong Hotel Buildings, Corner of Pedder St. and Des Voeux Road, Hongkong.

Also SHANGHAI, PEKING AND YOKOHAMA.

CHIEF OFFICE:—LUDGATE CIRCUIS, LONDON, E.C.

THE WING CHEUNG MOTOR BOAT CO.,

Fast and Comfortable Motor Boats de luxe. For hire and for sale.

Picnic Parties, and Passengers carried to Kowloon.

Vessels in harbour.

MODERATE TERMS

Office: 16 Anton St., Wanchai.

SHIP N°

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NELLORE"	6,700	21st Dec.	Singapore, Penang, Colombo, Aden, Port Said, Marseilles and London.
"DUNERA"	5,900	27th Dec.	Singapore, Colombo & Bombay.
"DONGOLA"	6,000	4th Jan.	Marseilles, London & A'werp.
"DILWARA"	5,200	12th Jan.	Singapore, Colombo & Bombay.
"BOYPT"	7,941	18th Jan.	Bay, M'ize, L'don, & A'werp.
"KASHMIR"	8,841	1st Feb.	Marseilles, London & A'werp.
"NAGOYA"	6,854	15th Feb.	do.
"KASHGAR"	8,840	1st Mar.	do.
"SILVIA"	6,790	14th Mar.	Singapore, Colombo & Bombay.
"KHIVA"	6,017	18th Mar.	Marseilles, London & A'werp.
"DEVANHA"	8,092	29th Mar.	do.
"NOVARA"	6,850	12th Apr.	do.
"KALYAN"	8,887	26th Apr.	do.
"FLASSY"	7,346	10th May	do.
"DONGOLA"	6,000	24th May	do.

BRITISH INDIA-APCAR SAILINGS (South)

"EURALUS"	3,600	31st Dec.	Singapore only.
"TAKADA"	7,000	1st Jan.	Calcutta via Singapore, Penang, and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	9th Jan.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,600	15th Feb.	do.

1 Calls at Sebastik.

SAILINGS TO SHANGHAI & JAPAN

"ARAFURA"	6,000	23rd Dec.	Yokohama direct.
"NAGPORE"	5,300	24th Dec.	Moji and Kobe.
"GREGORY APCAR"	4,700	26th Dec.	Kobe & Shanghai.
"EURALUS"	3,600	27th Dec.	Amoy.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Calcutta.

All cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.

23, Des Voeux Road Central, HONGKONG. Agents.

H. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS.

viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1112. 25, Wing Woo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai &
Japan ports. Through bills of lading issued to all Over-
land Common Points in U.S.A. and Canada.

KASHIMA MARU ... Tuesday, 27th Dec. at 11 a.m.
SUWA MARU (calling Manila) ... Saturday, 14th Jan. at 11 a.m.
FUBIMI MARU ... Wednesday, 8th Feb. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore,
Malacca, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU ... Friday, 23rd Dec. at 11 a.m.
YOSHINO MARU ... Friday, 8th Jan. at 11 a.m.
MISHIMA MARU ... Friday, 20th Jan. at 11 a.m.
SADO MARU ... Friday, 3rd Feb. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU ... Thursday, 19th Jan.

LIVERPOOL via MARSEILLES.

MALACCA MARU ... Thursday, 9th February.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIEKO MARU ... Tuesday, 17th Jan. at 11 a.m.

AKI MARU ... Tuesday, 14th Feb. at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

TOBA MARU ... Friday, 30th Dec.

NEW YORK via Suez.

TSUYAMA MARU ... Monday, 2nd January.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU ... Monday, 2nd Jan.

CAIRO via Singapore Penang & Rangoon.

YEBORI MARU ... Thursday, 20th Dec.

WAGANU MARU ... Thursday, 6th Jan.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Wednesday, 11th Jan. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU ... Sunday, 25th Dec. at 11 a.m.

TSURUGA MARU (calling Kure) ... Saturday, 31st Dec.

KITANO MARU ... Sunday, 6th Jan. at 11 a.m.

For further information apply to—
NIPPON YUSEN KAISHA.
K. K. KAMET, Manager.

Telephone Nos. 202 and 203.

HOME-GROWN SUGAR.

The fact that in no country in which the beet sugar industry has been introduced has it failed to be commercially successful, makes the opening of the first British beet sugar factory an occasion for much hope, in spite of the fact that operations are to begin on a falling market. There is no question at all but that beet of high sugar content can be successfully grown in Britain, and the only unknown factor is if such beet can be made into sugar at such a profit as to allow an adequate return to the grower. A difficulty in the matter, in view of British labour conditions, is that sugar beet requires a considerable amount of handthinning and hoeing, but it forms a valuable rotation crop, and the spent beet pulp treated with the by-product molasses makes a valuable food for stock for returning to the farm. The new factory is at Kelham, near Newark-on-Trent, and that farmers in the neighbourhood can be induced to grow sugar beet is sufficiently illustrated by the fact that supplies this year are being received to the extent of 20,000 tons of beet from 425 growers. The Kelham factory has been built by Messrs. Home-Grown Sugar, Limited, of which company half the share capital has been subscribed by the Government. The whole scheme owes its initiation and development to the British Sugar Beet Growers' Society, Limited, of 14, Victoria-street, Westminster, which bought the Kelham estate with advances from the Development Fund. The estate, which covers 2,834 acres, was bought by the society in 1917 and transferred to the company in 1920. Beet supplies will be drawn from the estate

as well as from local growers. The area devoted to the factory covers 41 1/2 acres. There are six ferro-concrete silos with a capacity of 5,000 tons of beet, and railway sidings to accommodate 150 trucks. There is also a ferro-concrete wharf, 181 ft. long, on the River Trent. The factory can deal with 60,000 tons of beet in a season, which covers 100 days of 24 hours working, including Sundays. The expected production is 8,000 tons of sugar, 3,000 tons of dried beet pulp, 1,800 tons of molasses and a large quantity of lime waste which is a valuable manure. During the present season only some 20,000 tons of beet will be dealt with, it being deemed inadvisable to attempt more with unskilled labour and a new factory. There is nothing experimental about the installation and the whole of the sugar plant follows standard French practice. It was supplied by the Compagnie de Fives-Lille, of Fives-Lille, (Nord). The building contractors were Messrs. Walter Scott and Middleton, Limited, and the consulting engineers and architects Messrs. Hal Williams & Co. The formal opening of the factory was performed by the Right Hon. Sir Arthur Griffith-Boscawen, Minister of Agriculture. We sincerely hope that the event marks the beginning of a continuously profitable British industry.—*Engineering.*

UNNECESSARY WORDS.

WHY waste words and advertising space in describing the many points of merit in Chamberlain's Cough Remedy? The most fastidious are satisfied when we state that it cures colds and coughs from any cause, and that it contains absolutely no narcotics or injurious substances. For sale by all Chemists and Storekeepers.

SHIPPING.



**VEREENIGDE NEDERLANDSCHE
SCHEEPVAART MAATSCHAPPIJ**
(United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China & Japan Conference)

Regular monthly service between

YOKOHAMA, KOBE, DAIREN, SHANGHAI, HONGKONG, ANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN.

Steamers. For Sailing on or about

"OLDEKERK" ... Rotterdam, Amsterdam & Hamburg ... 19th Jan.
"RAJJA" ... Amsterdam, Rotterdam & Hamburg ... 10th Feb.
"LD BI" ... Rotterdam, Amsterdam & Hamburg ... 10th Mar.
"TJISOND NI" ... Amsterdam, Rotterdam & Hamburg ... 10th Apr.
"AAGTEKERK" ... Rotterdam, Amsterdam, & Hamburg ... 10th May

For full particulars please apply to—

JAVA CHINA JAPAN LYN,

General Agents, York Building.

Telephone No. 1674.

JAVA-PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN

Steamer.	From	Expected on or about	Will leave on or about	For
"TJILBOET"	Java.	in port	23rd Dec.	SAN FRANCISCO via Manila only.
"SIMALOER"	San Francisco	in port	24th Dec.	Batavia direct.
"BINTANG"	Java.	31st Dec.	5th Jan.	SAN FRANCISCO via Manila.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN,
GENERAL MANAGERS.

Telephone No. 1674. York Building.

WING CHEUNG & CO.

SHIP CHANDLERS

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GENERAL STOREKEEPERS

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STEVEDORES COAL MERCHANTS

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PHONE 1768

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.

Through Bills of Lading issued for
Batavia, Persian Gulf, Continental,
American and South African Ports.

THE Steamship "DUNERA,"
Captain Wai Kwa, carrying His
Majesty's Mails, will be despatched from
this Port on or about TUESDAY,
27th December, 1921, taking Passen-
gers and Cargo for the above Ports.
Silk and Valuables and Tea for Italy,
France and London (under arrangement)
will be transhipped at Bombay into the
Mail Steamer proceeding direct to
Marseilles and London.

Parcels will be received at this Office
until 3 p.m. the day before sailing.
The contents and value of all packages
are required.

For further particulars apply to—

MACKINNON, MACKENZIE
& CO.,
Agents.

Hongkong, December 9, 1921.

NOTICES TO CONSIGNEES

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

THE Motorship
"INDIEN"

Having arrived, Consignees of cargo are
hereby informed that all goods are be-
ing landed and stored at their risk into
the hazardous and/or extra hazardous
Godowns of Holt's Wharf, whence
delivery may be obtained.

No claims will be admitted after the
goods have left the Godowns, and all
goods remaining undelivered after the
27th December, will be subject to rent.
All broken, chafed and damaged
goods are to be left in the Godowns,
where they will be examined on the
27th December, at 10 a.m.

All claims must reach us before the
31st December, or they will not be re-
cognised.

No fire insurance will be effected.
Bills of Lading will be countersigned
by

MANNERS & BACKHOUSE, LTD.,
Agents.

Hongkong, December 20, 1921.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)
COAL, GENERAL IMPORTS AND
EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARI,
KISHIMOTO, YOSHIMOTO,
HOJO, KANAMOTO, SATO, SHIN-
NEW, KANADA, BIRAI, KAMITA,
MADA, and OYUBARI.
AGENTS FOR SAKITO COAL.

Head Office—TOKYO.

Branches and

Representatives—

Nagasaki, Karatsu, Wakamatsu, Moji,
Kure, Kobe, Osaka, Tsunaga, Nagoya,
Yokohama, Tokyo, Hakodate, Muroran,
Otsu, Vladivostok, Peking, Tientsin,
Dairen, Tsingtao, Tientsin, Hankow,
Shanghai, Hongkong, Canton, Manila,
Singapore, Sookabaya, London, Paris,
New York and Seattle.

Local Address—IWASAKI LINES
Dairen—A. I. B. O. 5th Ed.

Western Union and Bandy
Agencies for: The Mitsubishi Marine &
Fire Insurance Co.
The Osaka Marine &
Fire Insurance Co.

Particulars apply to—
S. KOMURA, Manager.
No 14, Pedder Street, HONGKONG.

SHIP 2198

STRUTHERS & DIXON, Inc.

Operating for Eastern service for account of the
UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO

"West Java" ... 31st December.
"West Crowa" ... 15th January.

*Also, cargo accepted for Transshipment at San Francisco
to weekly sailings for

**NEW ORLEANS, SAVANNAH, NORFOLK,
BALTIMORE, PHILADELPHIA,
NEW YORK, & BOSTON.**

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HONGKONG OFFICE—1st Floor Powell's Building, 12, Des Voeux Rd., Tel. 2608.

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* SHINYO MARU	22,000	Mar. 6th.

* Calling at Dairen and omitting call at Keelung & Shanghai.

* Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,

SALINA CRUZ, BALBOA, OALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

* Calling at Dairen and omitting call at Keelung & Shanghai.

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